Railway. As per findings of Chief Commissioner of Railway Safety, the accident occurred due to multiple rail fracture on continuously welded rail.

Following has been held responsible for the accident:

Primary:	Bhilai Steel Plant
Secondary:	Office of Chief Engineer (Ultra Sonic Flaw Detectors Unit/ Northern Railway/New Delhi
Blameworthy:	Office of the Track Directorate/Railway Board/New Delhi

(b) Following steps have been taken to check recurrence of such type of accident:

(i) Intensive inspection of track at various levels is undertaken tc ensure round the clock safety.

(ii) For better and improved track maintenance, mechanised track maintenance is being progressively introduced in place of conventional manual maintenance.

(iii) The rails are being tested regularly as per the pre-determined frequency by the hand held USFD testers as well as by the SPURT (Self Propelled Ultra-sonic Rail Testing) car.

(iv) Regular patrolling of the railway track by gangmen is carried out during vulnerable seasons such as summer, monsoon and the winter months.

(v) Those found responsible for accidents are sternly taken up including senior officials. Stringent penalty to the extent of dismissal/removal from service is being imposed on staff causing serious accidents.

(vi) Railways are pursuing SAIL/ BSP vigorously for installation and commissioning the upgrading facilities for improving the quality of rails.

Problems in Rail Tracks

608. SHRI YADLAPATI VENKAT RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Steel Authority of India Limited and the Indian Railways are now blaming each other for problems in the rail tracks;

(b) if so, the details of these problems; and

(c) what action is proposed to be taken to rectify the tracks and ensure safety of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir. However, Steel Authority of India Limited (Bhilai Steel Plant) is not able to manufacture and supply the rails as per the specifications.

(b) Presently, the main areas where Bhilai Steel Plant is not able to meet the requirement of Railways specifications are:

(1) On Line Ultrasonic testing of rails.

(2) End Straightness of rails.

(3) Hydrogen Contents in the liquid Steel.

(4) Surface inspection of rails by Eddy Current technique.

(c) Railway is pursuing Steel Authority of India Limited for setting up required facilities in the Bhilai Steel Plant.

Railways is also carrying out the intensified testing of rails by Ultrasonic flaw detection technique.